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February 22, 2019

Mr. Albert Tripp
1208 S Lundstrom,
Airway Heights, WA 99001

**Subject:**
**Trip Generation and Distribution Letter**
**HIGHLAND VILLAGE PP, ASPEN STREET**
**STORHAUG ENGINEERING Project #17-233**

Dear Albert,

It is the intent of this narrative to discuss the Highland Village Preliminary Plat to summarize the trips generated by the complete build-out of the project. The developer does not own the adjacent properties, therefore potential future development of those properties is not accounted for in this discussion.

The Highland Village Preliminary Plat is situated north/northeast of the intersection of Aspen Street and Whitetip Avenue, approximately 4,000 ft. north of U.S. Hwy-2 (W. Sunset Highway) in the City of Airway Heights, Washington. The 20.05 acre residential project provides roadway infrastructure that connects to the dead ends of Aspen Street, Pacific Avenue, and 2nd Avenue. All project related traffic accesses the site from the south, from the intersection of Aspen Street and 6th Avenue, with the majority accessing the area from U.S. Hwy-2 to the south.

Trip Generation characteristics for Highland Village P.P. is calculated from trip generation studies compiled by the Institute of Transportation Engineers, "Trip Generation", 8th Edition, 2008. The project provides for a 20.05 acre site with a total of 150 residential units proposed. The project includes a park which is anticipated to be primarily used by the residents of the proposed development and is therefore considered to be accounted for in the trip generation/distribution analysis for the total number of proposed residences. Based on the total number of units involved for these uses, Trip Generation characteristics of the Tapa Highland Village P.P. at the Aspen Street access point were projected as follows:

The trip generation characteristics of the residential planned unit development (PUD) project area conform to ITE Land Use category 270, Residential Planned Unit Development (PUD). The weekday trips were calculated as follows:

ITE 270 Residential Planned Unit Development (PUD) trip generation average rate per unit: 7.50
Calculation: 150 units X 7.50 trips/unit = **1,125 ADT**

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ITE 270 Residential Planned Unit Development (PUD) A.M. Peak Hour Adjacent Street Traffic trip generation average rate per unit: 0.51
Calculation: 150 units X 0.51 trips/unit = **76.5 rounded to 77 A.M. Peak Hour trips**
Allocation: 22% entering, 78 % exiting: 17 trips enter, 60 trips exit.

ITE 270 Residential Planned Unit Development (PUD) P.M. Peak Hour Adjacent Street Traffic trip generation average rate per acre: 0.62
Calculation: 150 units X 0.62 trips/unit = **93 P.M. Peak Hour trips**
Allocation: 65% entering, 35% exiting: 60 trips enter, 33 trips exit.

Trip Generation summary for overall proposed project:

ADT Total: 1,125
AM Peak Total: 77 = 17 enter, 60 exit
PM Peak Total: 93 = 60 enter, 33 exit

It is anticipated that approximately 40% of the traffic will remain in the immediate Airway Heights community with approximately 30% utilizing U.S. Hwy-2 (20% West to Fairchild Air Force Base, and 10% East) and 10% utilizing 6th Avenue and connected local access streets. The remaining 60% of traffic is anticipated to be oriented East on U.S. Hwy-2, to I-90. The majority of project related traffic is expected to access U.S. Hwy-2 by traveling east on 6th avenue and then South on Ziegler Street. Currently there is no existing physical connection from the general area to the Craig Road and U.S. Hwy-2 intersection and therefore none of the traffic will utilize Craig Road to reach U.S. Hwy-2. If this project were closer to Craig Road with full connection, perhaps 20% of new trips would make their way to the intersection (generally for traffic traveling on U.S. Hwy-2 West of Airway Heights). The case could probably be made that less than 5% (4 trips) of the peak hours trips from this more interior project would use the intersection, even if a physical connection to Craig Road is completed.

The area, previously approved for Hunter's Crossing preliminary plat, had single family houses conforming to ITE category 210, which would translate into about 770 ADT, 66 A.M. Peak trips, and 81 P.M. Peak trips. The new project features 150 mixed housing units that conform to ITE category 270. The previous proposed access and egress to the area will be retained. Presumably, the project specific trip generation characteristics would be a wash during peak hour periods.

In a previous coordination with Storhaug Engineering, Greg Figg, WSDOT, concurred that due to no additional peak hour trips being added, he has no concerns at this time. Obviously,

future projects will require SEPA review where formal traffic projections are provided for review and comments.

Sincerely,

Jerry Storhaug, P.E. (Storhaug Engineering)